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A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 2, 1899.

NOTES AND COMMENTS.

A PROBABLE INCREASE IN CRIME.

One result of the disturbances attendant upon the taking over of the new territory, at

A large number of our bad characters are said to have taken part in the disturbances in the hinterland, and these will doubtless shortly return to the Colony and probably bring with them a fair number of their confederates from the hinterland² who will be want of occupation and so ready for a

one which should not be lost sight of by the authorities, is that an increase in lawlessness and crime may be anticipated in the Colony. A large number of our bad characters are said to have taken part in the disturbances in the hinterland, and these will doubtless shortly return to the Colony and probably bring with them a fair number of their confederates from the hinterland who will be want of occupation and so ready for an opportunity to rob or extort money from the peaceably inclined by threats. They will probably recognise the fact that for the present Hongkong will be a much safer place than either the hinterland or Chinese territory, and it therefore behoves the authorities to be on their guard in order to prevent as far as possible any disturbance of the peace or increase in crime.

MORE PATROLS WANTED.

The attack upon a European lady Kennedy Road, which we gave details of yesterday's issue, proves that some members of the lawless fraternity who prey upon their fellows are already amongst us, and shows that these men be allowed to escape detection and punishment they will be encouraged to repeat their outrage of Saturday, with perhaps more disastrous results to their victims. As was pointed out in a letter

our morning' contemporary on the 2 ultimo, some of the Tung Kung men appear to have landed in the vicinity of Causeway Bay, and if this statement should prove to be true, the Shaukiwan road will be rendered unsafe for cyclists and foot-passengers less in parties. Nothing is easier than to upset a cyclist, and in all probability fall would render him an easy prey to assaults. Robberies have taken place

from time to time on the road in quest
the inadequate policing of which renders
attack comparatively safe, and, as we have
seen that a robbery can be committed with
impunity in broad daylight and practice
within hail of the town, it is but reason-
able to presume that a robbery could be effected
with far more security to the perpetrator
the Shaukiwan road.

We should like to know whether it fact that the police force of the Colony been reduced in consequence of the number of men included in the drafts sent into new territory, and if so whether any are being taken to bring the force up to former strength? It would be, to say least of it, exceedingly impolitic to reduce our police force at the present time, even now, once the limits of the city

left behind, policemen are few; and far
tween, and if the patrols are thinned
to any extent it will be an encoura-
ment to the bad characters now in
the Colony to ply their trade of plunder. It was
not taken many men to patrol the out-lying
were they mounted." A few Sikhs on ponies
or bicycles could be told off as patrols,
besides rendering the roads safe they would
be enabled to keep an eye upon any sus-

ous characters lurking in the vicinity of
beats, which would be by no means a
disadvantage at the present time. Look at
the extent of country now to be policed
Kowloon too. Mounted men could per-
form the duty more effectively there than the
patrol which now exists and would be

THE PRISONERS BEFORE THE MAGISTRATE

At the Magistrate's this afternoon, before Mr. T. Sercombe Smith, Wah Hong Choy, 600, farmer, of Tang Ah, Chung Cheung (700), farmer of Tam Tsun, Chung Shu (42), farmer of Tam Tsun, and Tai Yu, tinsmith, of Tam Koon, were charged on remand on two counts.

as follows:—
1.—That they together with divers other evil disposed persons to the number of fifty or more on the 17th day of April 1859, being then armed with firearms and other offensive weapons, Pat Heung, Pass British Kowloon in the Colony, unlawfully, riotously and tumultuously did assemble and gather together to disturb the peace, and being so assembled and gathered together armed as aforesaid did there and then unlawfully riotously and tumultuously make a great noise, riot and disturbance and did there and then remain and continue armed as aforesaid making such noise, riot and disturbance for the space of ten hours and more then next following, to the great disturbance and terror not only of the liege subjects of our Lady the Queen the being and residing but of all other the liege subjects of our said Lady the Queen then passing and to-passing on a along the Queen's highway there, in contravention of the Statute in that behalf made.

as follows:—
1.—That they together with divers other evil disposed persons to the number of fifty or more on the 17th day of April 1859, being then armed with firearms and other offensive weapons, Par Heung Pass, British Kowloon, in the Colony, unlawfully, riotously and tumultuously did assemble and gather together to disturb the peace, and being so assembled and gathered together armed as aforesaid did there and then unlawfully riotously and tumultuously make a great noise, riot and disturbance and did there and then remain and continue armed as aforesaid making such noise, riot and disturbance for the space of ten hours and more then next following, to the great disturbance and terror not only of the liege subjects of our Lady the Queen then being and residing but of all other the liege subjects of our said Lady the Queen then passing and re-passing on along the Queen's highway there, in contempt of our said Lady the Queen and her laws, to the evil example of all other in the like case offending and against the peace of our Lady the Queen, her Crown and dignity.

11.—That on the 17th day of April it being unlawfully assembled together and arrayed in warlike manner in a certain public street and highway situated in British Kowloon in this Colony, unlawfully and to the great terror of and disturbance of divers liege subjects of our Lady the Queen then and there being did make and an affray in contempt of our Lady the Queen, and her laws to the evil example of all others in the like case offending and against the peace of our Lady the Queen, her Crown and dignity.

Mr. H. L. Dennys appeared for the prosecution. The evidence given last week by L. Barret was read over and signed by him. Prisoners having no questions to put.

Havildar Abdullah Khan, H.K.R., was stated:—I am Havildar No. 372 in the H.K.R. On 17th April, at about 5 p.m., I was at 4 miles west of Taipohu at a Pass leading

Mr. H. L. Denny appeared for the prosecution. The evidence given last week by Li Barret was read over and signed by him prisoners having no questions to put.

Havildar Abdullahi Khan, H.K.R., was stated—I am Havildar No. 372 in the H.K.

On 17th April, at about 5 p.m., I was about 4 miles west of Taihou at a Pass leading to the hills to Pat Heung. Fighting was going on between the regiment and some Chinese on the hills. I saw the 4th defendant. He attacked us and wanted to take our ammunition. I was close to the ammunition carriage. The others were with him.

Here Mr. Gedye interrupted and stated he was instructed to appear for Chung Mo.

the hills to Pat Heung. Fighting was going between the regiment and some Chinese on the hills. I saw the 4th defendant. He acted up and wanted to take our ammunition, which was close to the ammunition carriage. The others were with him.

Here Mr. Gedye interrupted and stated he was instructed to point for Chung Mo but the Magistrate pointed out that none of prisoners bore that name.

Resuming—I ran after them with Na Khan. We caught 4th defendant. He armed with an ordinary sword, very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other three with 4th defendant ran away. They were armed with two guns, one long, one short. The long one was about 2 paces in length. Two men could hold the long one and one the short. The short was about 2 paces in length. The men held the guns with them. The 4th defendant taken to camp and handed over to Lieut. Barrett with his sword. The men were taken to the camp and the rest were sent to the hills to Pat Heung.

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Here Mr. Gedde interrupted and stated he was instructed to point out for Chung Mo but the Magistrate pointed out that none of prisoners bore that name.

Resuming—I ran after them with Na Khan. We caught 4th defendant. He armed with an ordinary sword, very sharp, tried to strike Nawab Khan. He hit him a rifle from behind and he fell down. Na Khan took him by the neck. The other three with 4th defendant ran away. They armed with two guns, one long, one short. The long one was about 2 paces in length. Two men could take the long one and one the short. The short was about 2 paces in length. The men took the guns with them. The 4th defendant taken to camp and handed over to Lieutenant Barrett with his sword. The men were taken from the ammunition when we first saw the three.

Here Mr. Gedde stated that he appeared before the 3rd defendant, Chung Shu, and asked him the charge laid, which he had done. He said he had no evidence. He said again read the evidence. The 4th defendant had no ques- tion.

Mr. Gedde cross examined the last witness, Havildar Abdullah Khan. I have not seen defendant before, except when he was brought before the officer. There were other Chinese near but defendant was alone. I did not bring him face to face with my officer.

the hills to Pat Heung. Fighting was going between the regiment and some Chinese on the hills. I saw the 4th defendant. He acted as usual and wanted to take our ammunition, which was close to the ammunition carriage. The others were with him.

Here Mr. Gedye interrupted and stated he was instructed to appear for Chung Mo but the Magistrate pointed out that none of prisoners bore that name.

Resuming—I ran after them with Na Khan. We carried 4th defendant. He armed with our ordinary sword, very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other three with 4th defendant ran away. They armed with two guns, one long, one short. The long one was about 2 paces in length. Two men could carry the long one and one the short. The short was about 2 paces in length. They carried the guns with them. 4th defendant taken to camp and handed over to Lieutenant Barrett with sword. The men were taken from the ammunition when we first saw them.

Here Mr. Gedye stated that he appeared for 3rd defendant, Chung Shu, and asked him the charge read, which was done. Evidence of L. L. Barrett was again read. First, 2nd, and 4th defendants had no ques.

Mr. Gedye cross examined the last witness Havildar Abdullah Khan. I have not seen defendant before, except when he was brought before the officer. There were other Chinese near but defendant was alone. I did not hear him bring face to face with my officer. Other Chinese were not under arrest. I saw the 3rd defendant. I do not know whose arrest he was. My prisoner was also. I did not see him taken there.

The Chinese witnesses for the defence men, were then ordered to leave the court being placed under charge of Inspector Hanson.

Nawab Khan sworn stated, I am in the Hong Kong Regiment. On 17th at about 12.30 p.m. I was with Barrett, about 12 miles west of

the hills to Pat Heung. Fighting was going between the regiment and some Chinese on the hills. I saw the 4th defendant. He attacked us and wanted to take our ammunition. We were close to the ammunition carriage. The others were with him.

Here Mr. Gedje interrupted and stated he was instructed to appear for Chung Mo, but the Magistrate pointed out that none of the prisoners bore that name.

Resuming—I ran after them with Na Khan. We caught 4th defendant. He armed with an ordinary sword very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other 3 defendants had 2 guns each. They were long, one short, one long. The long one was about 2 paces in length. Two men could hold the long one and one the short. The short was about 2 paces in length. The men held the guns with them. The 4th defendant taken to camp and handed over to Lieutenant Barrett with his sword. The men were taken from the ammunition when we first saw them.

Here Mr. Gedje stated that he appeared for the 3rd defendant, Chung Shui, and asked to have the charge read, which was done. Evidence of Lt. Barrett was again read.

First, 2nd and 4th defendants had no quarrel. Mr. Gedje cross examined the last witness, Hajwan Abdullah Khan. I have not seen before, except when he was sent by me before the officer. There were three Chinese near but defendant was alone. I did not see him brought face to face with my officers. Other Chinese were not under arrest. I saw the 3rd defendant. I do not know whose arrest he was. My prisoner was also. I did not see him taken there.

The Chinese witnesses for the defence men, were then ordered to leave the place being placed under charge of Inspector Hanson.

Nawab Khan sworn stated:—I am Indian in the Hongkong Regiment. On the 17th of March, about 8 miles south of Wai Kiang Barracks, about 4 or four miles west of Tai Po, near a pass. There was fighting among them. I saw the fourth defendant, three other men. They were armed with guns and fourth defendant had a sword. The gun was long and the other short. The one was carried by two Chinese. I saw the fourth defendant with Abdullah Khan. I gave his sword to the Adjutant. There were 1,000 Chinese fighting. These four men assisting them. I went into camp with defendant, at the foot of the pass on the Pat

the hills to Pat Heung. Fighting was going between the regiment and some Chinese on the hills. I saw the 4th defendant. He acted up and wanted to take our ammunition. I was close to the ammunition carriage. The others were with him.

Here Mr. Gedye interrupted and stated he was instructed to appear for Chung Mo but the Magistrate pointed out that none of prisoners bore that name.

Resuming—1 ran after them with Na Khan. We carried 4th defendant. He was armed with an ordinary sword very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other three with 4th defendant ran away. They were armed with two guns, one long, one short. The long one was about 2 paces in length. Two men could hold the long one and one the short. The short was about 2 paces in length. The men with the guns with them. The 4th defendant taken to camp and handed over to Lieutenant Barrett with his sword. The men were taken from the ammunition when we first saw them.

Here Mr. Gedye stated that he appeared for the 3rd defendant, Chung Shu, and asked have the charge read, which was done. Evidence of Lt. Barrett was again read. First, 2nd, and 4th defendants had noques.

Mr. Gedye cross examined the last witness, Haidar Abdullah Khan. I have not seen him before, except when he was brought before the officer. There were other Chinese near by defendant was alone. I did not hear him brought face to face with my officer. The other Chinese were not under arrest. I saw the 3rd defendant. I do not know how he was arrested he was. My prisoner was also. I did not see him taken there.

The Chinese witnesses for the defence men were then ordered to leave the dock being placed under charge of Inspectors.

Nawab Khan sworn stated, I am Na Khan in the Hongkong Regiment. On 17th at about 5 p.m. I was with Barrett, about 4 or 5 miles west of Talpo, near a pass. There was fighting on it. I saw the fourth defendant and three other men. They were armed with guns and fourth defendant had a sword. The gun was long and the other short. The one was carried by two Chinese. I saw the fourth defendant with Abdullah Khan. I saw his sword to the Adjutant. There were 1,000 Chinese fighting. These four men assisting him. I went into camp with defendant, at the foot of the pass on the Pat Heung side. There I handed him over to the Adjutant with his sword.

Cross examined by Mr. Gedye. I saw the third defendant amongst the four. I saw the third defendant being held by who told the Adjutant that he, the 3rd defendant, had shot at him. I saw him with hands and feet tied up. His name was Chan. He was holding him. He did not know me when he caught him or anything like that. I heard Chulistan mention a sword pistol to the Adjutant.

the hills to Pat Heung. Fighting was going on between the Regiment and some Chinese on the hills. I saw the 4th defendant. He acted up and wanted to take our ammunition, which was close to the ammunition carriage. The others were with him.

Here Mr. Gedje interrupted and stated he was instructed to appear for Chung Mo. But the Magistrate pointed out that none of the prisoners bore that name.

Resuming—I ran after them with Na Khan. We caught 4th defendant. He was armed with an ordinary sword very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other three were armed with long guns, one long, one short. The long one was about 40 inches in length. Two men could hold the long one and one the short. The short was about 2 paces in length. They held the guns with them. The 4th defendant taken to camp and handed over to Lieutenant Barrett with his sword. The men were taken from the ammunition when we first saw them.

Here Mr. Gedje stated that he appeared for the 3rd defendant, Chung Shui, and asked have the charge read, which was done. Evidence of L. Barrett was again read. First, 2nd, and 4th defendants had noques.

Mr. Gedje cross examined the last witness, Havildar Abdullah Khan. He was not the 3rd defendant before, when he was taken before the court. When they were there: Chinese were but defendant was alone. I did not see him brought face to face with my officer. The other Chinese were not under arrest. I saw the 3rd defendant. I do not know whose arrest he was. My prisoner was also. I did not see him taken there.

The Chinese witnesses for the defence men, were then ordered to leave the court being placed under charge of Inspector Hanson.

Nawab Khan sworn stated—I am a Chinese in the Hongkong Regiment. On 17th April at about 5 p.m. I was with Barrett, about 400 millers west of Tai Po, near a pass. There was fighting going on. The fourth defendant had long guns and fourth defendant had a sword. The gun was long and the other short. The fourth was carried by two Chinese. I was a Chinese fighting with Abdullah Khan. I saw his sword to the Adjutant. There were 1,000 Chinese fighting. These four men assisting them. I went into camp with the defendant at the foot of the pass on the Pat Heung side. There I handed him over to the Adjutant with his sword.

Cross examined by Mr. Gedje. I do not see the third defendant among the four. I saw the third defendant being held by the men who told the Adjutant that he, the 3rd defendant, had shot him. I saw him, Chinese and feet tied up. His name was Chung Yung. He was holding him. He did not want him, when he caught him or anything like that. I heard Chulistan mention a sword pistol to the Adjutant.

Chulistan, sworn stated—I am a Chinese in the Hongkong Regiment. No. 89. On April 17, I was with a party of the Hongkong Regiment to the westward of Tai Po, at 5 p.m. We went over a pass. I was with a Chinese, with Fazal Ahmed Shah, Twair and Sayed Ahmad. I was in front of a thousand Chinese. I saw the third defendant. At first I did not notice him. The defendant had a long shot. I saw him. I saw him at a tree. He was ten or eleven feet from me and he was below me. I did

the hills to Pat Heung. Fighting was going on between the Regiment and some Chinese on the hills. I saw the 4th defendant. He acted up and wanted to take our ammunition. I was close to the ammunition carriage. T. others were with him.

Here Mr. Gedde interrupted and stated he was instructed to appear for Chung Mo but the Magistrate pointed out that none of prisoners bore that name.

Resuming—1 ran after them with Na Khan. We carried 4th defendant. He armed with an ordinary sword very sharp, tried to strike Nawab Khan. I hit him a rifle from behind and he fell down. Na Khan took his sword. The other three with 4th defendant ran away. They were armed with two guns, one long, one short. The long one was about 2 paces in length. Two men carried the long one and one the short. The short was about 2 paces in length. The men with the guns hid behind the trees. I tried to get them to come and handed over to Lieutenant Barret with his sword. The men were taken from the ammunition when we first saw them.

Here Mr. Gedde stated that he appeared for the 3rd defendant, Chung Shu, and asked have the charge read, which was done. Evidence of Lt. Barrett was again read. First, 2nd, and 4th defendants had no ques-

Mr. Gedde cross examined the last witness Havildar Abdullah Khan. I have not seen defendant before, except when he was brought before the officer. There were others: I did not see near but defendant was gone. I did not hear him brought face to face with my officer. The other Chinese were not under arrest. I saw the 3rd defendant. I do not know whose arrest he was. My prisoner was also. I did not see him taken there. I saw the Chinese were taken for the defence men, were then ordered to leave the place being placed under charge of Inspector Hanover.

Nawab Khan sworn stated, I am now in the Hongkong Regiment. On 17th April at about 5 p.m. I was with Barrett, about 4 or 5 miles west of Tai-poh, near a pass. There was fighting going on. I saw the fourth defendant and three other men. They were armed with guns and fourth defendant had a sword. The gun was long and the other short. The gun was carried by two Chinese. I saw the fourth defendant with Abdullah Khan. I saw his sword to the Adjutant. There were 1,000 Chinese fighting. These four men assisting him. I went into camp with defendant, at the foot of the pass on the west side. There I handed him over to the Adjutant with his sword.

He was examined by Mr. Gedde. I saw the third defendant amongst the four. I saw third defendant being held by Barret. I told the Adjutant that he, the 3rd defendant, had shot at him. I saw him with hands and feet tied up. His name was G. tan. He was holding him. He did not know when he caught him or anything. I heard Chulistan mention a sword pistol to the Adjutant.

Chulistan sworn stated, I am now in the Hongkong Regiment. On 30 April I was with a party of the Hongkong Regiment to the westward of Tai-poh at 5 p.m. We went up a pass. There was a hillside with several Chinese. I was with and Sayed Ahmad. I was in front of a house. I saw three defendants. I did not get notice. Third defendant had fired two shots at me. I saw him with a rock and a tree. He was ten or fifteen yards from me and was below me. I heard Ahmed Shah went towards 3rd defendant pointed my rifle at him and threw him a rock. I saw then took a pistol from me. I was an English fane-pistol. It was a thick with five or six rounds of bullet had been fired. He had four rounds in his jacket pocket. I took 3rd defendant into and handed him the revolver and carried to the Adjutant.

The 3rd, second and fourth defendant were questioned to put

the hills to Pat Heung. Fighting was going
on between the Regiment and some Chinese
in the hills. I saw the 4th defendant. He acted
as usual and wanted to take our ammunition,
was close to the ammunition carriage. The
others were with him.

Here Mr. Gedje interrupted and stated he
was instructed to appear for Chung Mo, but
the Magistrate pointed out that none of
prisoners bore that name.

Resuming—1 ran after them with Na-
wab Khan. We caught 4th defendant. He
was armed with an ordinary sword very sharp.
I tried to strike Nawab Khan. I hit him
a rifle from behind and he fell down. Na-
wab Khan took his sword. The other three
with 4th defendant ran away. They were
armed with two guns, one long and one
short. The long one was about
feet in length. Two men could
hold the long one and one the short. The short
was about 2 paces in length. They men
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Barrett with his sword. The men were taken
from the ammunition when we first saw the
three Mr. Gedje stated that he appeared
for the defendant, Chung Shui, and asked
have the charge read, which was done.
Evidence of L. Barrett was again read.
First, 2nd, and 4th defendants had noques
Mr. Gedje cross examined the last by
Havildar Abdullah Khan. He asked the
defendant before, except when he was before
of the court. He said: "They were either Chi-
nese or British." But defendant was alone—I did
not bring face to face with my officer.
other Chinese were not under arrest. I am
I saw the 3rd defendant. I do not know
whose arrest he was. My prisoner was also
I did not see him take there.

The Chinese witnesses for the defence
men; were then ordered to leave the
being placed under charge of Inspector
Hanson.

Nawab Khan sworn stated.—I am an
in the Hongkong Regiment. On 17th
at about 5 p.m.: I was with
Barrett, about four miles west of
Talpooh near a pass. There was fight-
ing going on. I saw the fourth defendant
and another man. They were armed with
guns and fourth defendant had a sword.
His gun was long and the other short. I
one was carried by two Chinese. I
fourth defendant with Abdullah Khan. I
his sword to the Adjutant. There were
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assisting them. I went into camp with the
defendant at the foot of the pass on the Pat
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jutant with his sword.

Cross examined by Mr. Gedje. I did
see the third defendant amongst the four
I saw the third defendant being held by
who told the Adjutant that he, the 3rd
defendant had shot me. I saw him with
hands and feet tied up. His name was Chin
He was holding him. He did give
him. When he caught him or anything
him, I heard Ghulistan mention a sword
pistol to the Adjutant.

Ghulistan, sworn stated.—I am an
in the Hongkong Regiment. No. 89. On
April 1, I was, with a party of the Hon-
gong Regiment to the westward of Talpooh at
5 p.m. We went for a pass. I was
hillside with Faal Ahmed Shah, Thwaites
and Sayed Ahmad. I was in front
a thousand Chinese. I saw third de-
fendant. At first I did not notice him. Then
he had a handkerchief round his head
neck and a tree. He was ten or eleven
paces from me and was below me. I heard
Ahmed Shah went towards 3rd defend-
pointed my rifle at him and threw him
ground. I saw Thwaites took a pistol from
an English flash-pistol. It was
I think with five or six rounds of
which had fired. He had four rounds
left. I pocketed it. Took 3rd defendant in
and handed him the revolver and carried
the Adjutant.

The 3rd, second and fourth defendants
admissions to put.

By Mr. Gedje.—The 3rd defend-
two shots at me. I saw him fall. I
looked at him. I saw him fall. I
found and gave to the Adjutant. I
while the hands was lying on the ground
and after the pistol burst, I saw

defendant, I searched third defendant's pockets. I found no jewelry nor silver ornaments. I did not find a gold dollar, nor 5 silver buttons; only four cartridges. That place was a battle-field, there were no houses near. I am sure third defendant was not arrested near a house. I was fighting with the man, and took him before the Adjutant so I cannot mistake him. Said Ahmed, sworn stated, I am a Private in the Hongkong Regiment, No. 1588. On 17th April, I was near Tai-pohi at 5 p.m. there was fighting near a pass. I saw third defendant about a hundred paces up the hill, he was above me standing on a rock. He had a foreign made pistol. Ghulistan caught third defendant; he defendant, had fired at him twice. We took the defendant before the Adjutant with his revolver. Six or seven cartridges were found on third defendant; I can't remember exactly how many. I am certain third defendant is the man I saw on the rock.

First, second and fourth defendants had no questions to put. By Mr. Gedge, Third defendant fired at Ghulistan, who said that was an enemy, and this drew my attention to him. He fired from eleven or twelve paces. I was going up hill. I was a little distance from the track. The rock was to the right, higher up than we were. I had to look up to see the third defendant. Ghulistan was mistaken in saying that we were going down hill when we caught defendant. I saw the cartridges taken from him and nothing else. I did not examine the revolver. None of us fired it.

Havildar Jemnah Khan sworn stated, I am a Havildar in the Hongkong Regiment, No. 581. On 17th April I was at a Pass near Tai-pohi at about 5 p.m. There was fighting going on. The first defendant was there walking towards me with a pistol and a knife. He fired at me. He had some eighty Chinamen behind him on the hillside. They had two long guns and some pistols. The knife first defendant had was as long as my arm. He fell down and his cap fell off. I seized him by the wrist. A Chinaman came up first defendant spoke to him and the Chinaman fired at me twice. The Chinaman took away the revolver which had fallen on the ground. I took the first defendant prisoner and took him with his sword to the Adjutant. When I called on the 80 men rushed at me and both parties fired. First defendant was wearing the hat produced (a hat with a tassel and gold button, Exhibit A). Mr. Gedge then notified the Magistrate that he was instructed to defend the 1st and 2nd defendants also and wished to reserve the cross examination of the last witness.

The case was then remanded until Thursday next at 2.15 p.m.

AFFAIRS IN THE PHILIPPINES.

MANILA, April 25th. The insurgent war is still on, says the Manila *Anglo-American*, and as the hospital boats steamed up the river Sunday night from the captain of the port's office, they bore the true facts and told the tale for their precious freight aboard consisted of the bodies of seven dead and forty-three wounded; all were members of either the 4th cavalry, the Nebraska or Iowa regiments, who encountered the insurgents, ambushed in strong force at the two forks of the river and about four miles due east of Malolos.

The following are the facts gleaned from a major who was through the encounter: Three troops of the 4th cavalry, who were in the flying column, went out opposite the above place, were suddenly attacked. Major Bell, who was in charge at the time, was reading his dispatches by the light of matches struck by his courier, when the enemy suddenly opened fire, and a hail of bullets was the reception tendered from three sides. The fire was returned by the cavalry, when the Nebraskans came to their relief, but not before a few were wounded and the insurgents had captured one of their brave comrades who was at once carried within the insurgent lines.

Many were the surprises, and anger burned deep in the hearts of the Nebraska men when at 10 o'clock it was whispered down the line that Colonel Stenzenberg was dead, pierced by three Mauser bullets, and that close in death beside him was lying the body of Lieutenant Sisson, mortally wounded, and who expired before he reached the city. The firing became more deadly as every man made every bullet count.

The fight was now general, and it was daylight when the Iowa came up to reinforce the cavalry and Nebraskans. The battle raged fiercely all the morning until noon, when the insurgent force, which had strongly entrenched itself, was forced to retreat with heavy loss.

GENERAL LAWTON MOVING NORTH. Major-General Lawton with his expedition to the north arrived Sunday morning at Novales, meeting with little or no resistance since they left La Loma. During the march between these two points many men fell out of line on account of exhaustion. Yesterday another advance was made to Norazgar, fifteen miles further north. This is the city where Aguinaldo is now supposed to be, and where the last desperate stand by him is supposed to be made.

FIGHTING YESTERDAY NEAR SANTA MARIE. The north line was again the scene of action yesterday along the Iowa and the Minnesota line. It seems the insurgents had come in during the night and under cover of darkness dug trenches for making a stand between Malolos and Santa Marie.

While the engagement lasted, about three hours, only four of the American forces were wounded slightly. But up to a late hour last night they had not been brought to the city, hence it was impossible to learn their names or the particulars of the engagement.

THE ADVANCE ON CALUMBIT.

MANILA, April 26th. Major-General MacArthur's lines were again busy Monday afternoon and night, the firing extending all along the front of the Montana, South Dakota, and Nebraska regiments while one battalion of the Iowa was twice engaged.

The advance movement being made on Calumbit was continued, but up to yesterday noon that city was still in the hands of the rebels who made several desperate stands in all three engagements. Yesterday all was reported quiet, only slight desultory firing being done.

The insurgent loss is figured at 80 killed and double that number wounded, while the American loss was five or six killed and twenty-two wounded. The killed and wounded were brought to the city yesterday at one o'clock by train, and were conveyed to the hospital on the launch *Verde*.

LAWTON'S COLUMN STILL MOVING NORTH. Major-General Lawton is still advancing on to Norazgar, which is supposed to be Aguinaldo's stronghold. Up to noon yesterday, he had advanced 11 miles beyond Novales, and was nearing San Jose, the advance being slightly retarded by the insurgents.

Monday evening a slight skirmish was had before the troops went into camp for the night, resulting in the mortally wounding of one of the 2nd and the wounding of three others.

WRECK OF THE "CASTILIAN."

PASSENGERS' VIVID DESCRIPTION OF THE SCENE.

A number of the passengers from the ill-fated Allan steamer *Castilian* arrived at Liverpool on March 25th, by the *Tanquer*, of the Dominion Line, which left Halifax on the 14th inst.

The *Castilian* was on her return maiden voyage from Halifax to Liverpool, when, from some unexplained cause, she got out of her course, and on the 12th inst., at three a.m., ran on to the Gannett Rock, in the Bay of Fundy, New Brunswick Coast, and became a total wreck. Fortunately, there was no loss of life among the passengers or crew. The *Castilian* was a vessel of about 8,000 tons net register.

Lieut. Col. MacLean, of the Duke of York's Royal Canadian Hussars, Montreal, on being interviewed, stated that the weather was clear when they struck the Gannett Rock, but there was a strong current running up the Bay of Fundy. The *Castilian* was so firmly embedded on the rock that, although the tide rose and fell, she remained fast. Everything was orderly on board.

Immediately the captain found out what had happened he sent out a boat fully manned with the object of ascertaining their position, which was not known. These men got ashore at a place where, fortunately, they could telephone to Yarmouth, a town about 15 miles away, from which two tugboats and one small steamer were dispatched.

In the meantime the *Castilian* commenced to slip into the water, owing to the action of the tide and the gale. It was then seen that they were in great peril, and the water gradually gained in the ship and extinguished the fires. The grain, of which they had an immense quantity on board, commenced to swell, and this subsequently caused the vessel to creak and crack. The noise made by this was very terrifying, and while it lasted there was a considerable amount of excitement among the passengers.

He had heard it said that if the authorities in Halifax had acted promptly the ship might have been saved, but it was understood that some confusion had arisen at Halifax, and a report got abroad that the ship had already gone or was fast going to pieces, and could not be saved. The passengers were all landed safely without any accident. They lost none of their effects.

SINGING THE DOXOLOGY.

Mr. Fred Fowler, an exporter of Montreal, describing the scene on board, said: "The Rev. Lord Archibald Douglas, a Roman Catholic priest, held two services on board, where they were attended by Catholics and Protestants alike. The grain swelling and the deck tilting, and the wooden casing surrounding the steering and which passes through the music-room and saloon burst right out with the pressure. The ladies were very nervous, and more so when the post in the music-room was bent and broke the table around it."

"When a rocket was fired from the approaching rescue tug such a cheer went up as I never heard in my life. Then we all went down on our knees on deck and sang the Doxology in thanksgiving together. It was indeed a moving scene, and many of us were overcome with joy."

BANGKOK TRADE.

The customs returns for 1898 show an export trade of \$564,363, and an import trade of nine million dollars less, the total trade showing an increase of 43 millions. Rice exports show a large increase, amounting to 27 millions, and tea shows a decrease. Bullocks to Singapore, although the trade was only open part of the year, numbered 14,964.

GOVERNMENT OF THE SOUTH SEA ISLANDS.

Telegrams lately have informed us of matters relating to Samoa, and Englishmen are a bit interested in that country just now. A London *Morning Leader* representative has had a chat with Capt. Roger Turpie, who for 40 years has had relations with the South Sea Islands in his capacities as mate and master of the London Missionary Society's ships, and the Captain's remarks are interesting.

Capt. Turpie, now lives at Condemntam, a few miles from Hraconite, North Devon, of which parish his wife is a native.

Capt. Turpie, who was born in the "lang town" of Kirkcaldy, was apprenticed on board a Scotch brig in 1847, and was wrecked three years later on the coast of Venezuela. Having passed his examination as chief officer in 1856 he joined the L.M.S. *John Williams* No. 1, and his subsequent experiences in the Society's various vessels would fill several interesting volumes.

"After 40 years' knowledge of the South Pacific," he remarked, "I don't think there is a community of islands in the South Pacific capable of governing themselves, and it would be a great feat of benevolence if any two of the Governments (Germany, America, and Britain) would stand aside and say to the other 'You rule the Samoans.' The government might safely be trusted to any one of the three Governments, but there will never be anything like prosperity until one Government alone takes charge."

"The treaty has miserably failed. Three Governments mean that there must be three representatives, and these are rivals in trade, each trying to get an undue influence over the other. There's no doubt about it. To me it is equally clear that Mataafa must be king. He is a man who knows his own mind and is capable of enforcing it."

"Oh, yes! I knew Mataafa too. I don't wish to speak disrespectfully, but he was a mere puppet—his rule was but nominal. I see that Mr. Chambers, the Chief Justice of Samoa—a man I know well—gives his decision in favour of Mataafa's son as king, but he is a young man. Whoever is to rule will simply have to rule under one European Government. The finality of the business hangs on that."

"Personally, I am in favour of Germany holding the sway. Germany has been the nursing-mother of Samoa so far as trade is concerned. I can well remember the time when a ship might light for six weeks in Samoa harbour, and only a German flag be seen. The years ago the trade was practically in the hands of Germany, and all the plantations worth mentioning have been brought to their present state by German business capabilities."

"In my judgment it would be an act of fair play for Britain to say: 'We see no reason why the German flag should not float over Samoa.' I wish to repeat that it is imperative in the interests of Samoa that two out of the three Governments should retire altogether."

PHENOMENA.—A common hen belonging to one Miss Moseley, of 113, London-road, Ipswich, has laid an egg measuring 9 1/2 in. by 8 1/2 in., and weighing over 700.

The proprietor of the Albion Hotel, Burnley, Lancashire, has an egg 8 1/2 in. long, 6 1/2 in. wide, and 1 1/2 in. circumference, weight and contents a black Minoret laid.

A SMART PIECE OF WORK IN THE HINTERLAND.

During last week a detachment of the Royal Engineers was engaged erecting a telephone line from Tai-pohi to Hongkong Police Station, which is already in communication with the Central Police Station, and as early communication of a disturbance is of the utmost importance to the Military Authorities, the work had to be carried out in the shortest possible time consistent with good workmanship. It will be remembered that we reported the departure of six specially-trained sappers under the superintendence of Sergt. Conway and Corp. Wareham, 40 Europeans of the 25th Co., R.E., and 20 Native Sapper Miners, last Sunday, and the work being done under the command of Capt. Des Voeux, R.E., assisted by Lt. Rundle, R.E.

Although on paper the amount of work done does not appear to entail any vast amount of extra labour and hardship, it is only when the difficulties that had to be overcome are considered that the reader can fully appreciate the smartness with which the work has been executed.

Lt. Rundle, who is a fluent Chinese linguist, had been through the country and had decided on the route that the line would have to take. This in itself is no easy matter, as so many minor details, as transport, length of bays (distance between the poles), and nature of ground have all to be carefully considered and weighed before any one route can be finally adopted, and many times it must have been a case of "between two evils choose the less," and great credit is due to Lt. Rundle that the work was so expeditiously and thoroughly carried out. The line is from fourteen to fifteen miles in length. From Hongkong to Kowloon Pass was erected under the supervision of the Public Works Department, who employed their own coolies. The remainder had to be put up by the soldiers with whatever coolie labour was to be had at the villages through which they passed, and as the country cannot yet be considered as fully subdued each man was obliged to carry arms and 30 rounds of ammunition, and shift camp every day, leaving a corporal and three men as a guard and a man to prepare their food. Of course no luxuries, except what could be obtained from the villagers in the shape of chickens and eggs, could be obtained, and the soldiers very soon became quite friendly with the natives when it became known that the eggs, etc., were paid for and not stolen as they had been led to expect; but until this fact was generally known the price was 2 cents per egg, which was afterwards reduced to 1 cent as the Chinese lost their fear and distrust of the troops. By some slight error in judgement the soldiers landed about two miles from Shatin, where they had to commence operations, and as no human coolies were to be got a landing had to be effected by wading 200 or 300 yards knee deep in the water, carrying numerous and heavy stores to the shore. Even when this was done their work had not finished, as the camp had to be pitched and the stores transported to Shatin. From this place in Tai-pohi iron wire about half an inch in diameter, was erected, and as some of the bays were from hillside to hillside across deep gullies and valleys, the transport of the wire alone was no light undertaking. From a scenic point of view the men are all agreed that the country, though which they went was all that could be desired, but when it came to making poles for the poles, then the beauty greatly depreciated, as rocks made fine land-slides, but are very attractive to pick and shovel. Forests also lend enchantment to the view, but are most distressing to the efficient working of a telephone circuit, so paths had to be cut through them, the fitters coming in very handy for poles. For the first few days coolies could not be prevailed upon to assist so great was their distrust, but as soon as it became known that they actually got from 30 to 40 cents a day, then the supply became rather too copious. We are most pleased to be able to give a word of praise to the native sappers, who throughout behaved in a most satisfactory manner, working cheerfully and well under the guidance of the Europeans.

At Shatin Police Station an intermediate set of instruments was established, so that now the Central Police Station, and Headquarters are in direct circuit with the two most important points in the hinterland. The men arrived at Wellington barracks last Sunday morning, and despite their ragged and wear-worn appearance, shaving being a luxury not to be thought of, were accorded a right good welcome in the form of a substantial repast. Before the men were dismissed Capt. Des Voeux, in a few well-chosen words, gave them great praise for the manner in which they had conducted themselves, and as a reward, said that Monday would be a holiday.

THE DISASTER IN THE CHANNEL.

(By German Mail.)

EXCURSION STEAMER WRECKED ON THE CASQUETS. VESSEL BROWN UP. TERRIBLE SCENES.

One of the most terrible disasters that have occurred in the English Channel took place quite recently. The London and South-Western company's excursion steamer *Stella*, bound from Southampton to Guernsey and Jersey during a thick fog, struck the Black Rock near the Casquets, a few miles off Alderney, and foundered within twelve minutes. Six of the boats were launched, and as the last of them left the wreck the boilers exploded, and the ship went to pieces and sank with the captain and about fifty of the passengers and crew on board. One of the boats capsized, but the occupants of the other five, after drifting about all night, were sighted by passing vessels and saved. Owing to many of the passengers being excursionists, it is difficult to arrive at a definite estimate; but it is believed that between 70 and 100 persons have lost their lives.

THE STORY OF THE WRECK. The *Stella* is one of the well-known fleet of passenger steamers belonging to the South-Western Railway engaged in the service between Southampton and Guernsey and Jersey. For the convenience of holiday-makers the company had arranged for the *Stella* to make an extra daylight trip to and from the Channel Islands, and a large number of holiday-makers availed themselves of the opportunity. A special train left London at five minutes to nine on Thursday morning, and the *Stella* was steamed out from the docks at a quarter past eleven with a full passenger list. The *Stella* was commanded by Captain Reeks, one of the ablest officers in the company's service.

All went well until late in the afternoon. The sea was comparatively calm throughout the passage, but there was some mist which, as the outer islands were approached, showed signs of developing into fog. About half-past three o'clock the fog settled down in earnest. Captain Reeks, however, concluded from his long experience that the fog was merely in banks, as is often the case in this part of the Channel, and he decided to run his ship quickly through it. This was done, but the fog rapidly increased in density, and Captain Reeks found that he had lost his bearings. In another moment, even before speed could be slackened, the *Stella* struck the Black Rock, and, as the *Stella* was heading

ON THE ROCKS. There was a shout of warning from the lookout men in the bows, a rushing of seamen forward, the sounding of the telegraph bell in the engine room, and then a jerk, a jar, and the sound of metal and woodwork being torn from their fastenings. The *Stella* was passing over the jagged rocks at full speed, and her side was being ripped open as though it had been made of matchwood, so complete was the destruction. The damp fog had caused a good many passengers to seek the comfortable shelter of the saloon. All felt the shock of the vessel's impact and rushed to the deck in wild alarm. Men clasped wives or daughters, friends clasped hands, and all looked up to the bridge, where stood Captain Reeks; but there was, in truth, no panic from first to last.

Captain Reeks from the bridge gave the order to get out the boats, and instantly the seamen were working strenuously and quietly, and some of the passengers, left willing aid. All the passengers had provided themselves with life-belts, and stood quietly if anxiously waiting for orders. The boats were lowered, and women and children were ordered to get in first. They were already standing ready. Patriotic firewalls had been taken, and there was much quick weeping and sobbing, but still no rush or hesitation. Hence the boats were loaded and lowered in a speedy and workmanlike manner.

THE CAPTAIN'S LAST ORDER.

Within ten minutes, or even less, as some say, the boats with all the women and children, and with just sufficient seamen to navigate and work them, were well clear of the sinking ship, and they soon disappeared in the fog. Two other boats and two collapsible boats had been lowered, and lay alongside awaiting the captain's next order. It was now as near as could be judged twelve minutes from the first contact with the rocks. The *Stella* was settling rapidly, but the bulkheads had so far prevented the sea from rushing into the engine room and stoke-holds. No time was to be lost now, and Captain Reeks gave his last order. "Let the men look out for themselves," he shouted. Needing no second bidding the male passengers rushed to the boats, in each of which a couple of seamen had been placed, and they were soon filled and pulling away from the ship.

THE CATASTROPHE.

They had not proceeded far when the final catastrophe came. The remaining bulkheads gave way before the enormous pressure, the sea broke into the engine room and stoke-holds, the boilers burst with a terrific sound, the steamer was torn in halves, and foundered in deep water. The officers and crew had worked like slaves to get all the boats out, but the time had not been sufficient to lower more than the six already mentioned. Many passengers, probably more than fifty, remained on deck when the last boat sheered off, and with the captain still on the bridge they all went down with the ship. Most of them must have been overwhelmed in the shattered remnants of the steamer. A few jumped clear as the ship went down, and with the aid of life-belts and deck seats and other floating wreckage kept themselves afloat. A few were taken into boats, already somewhat overloaded, but most of them perished, being swept by the swift current and tide far away from the scene of the disaster.

EXPERIENCES IN THE BOATS.

One of the boats, believed to be a collapsible one, was found to be overloaded to a dangerous extent almost before she got clear of the steamer, but it was then too late to remedy the evil. As the ship foundered, this boat was nearly caught in the vortex. She escaped that, and soon afterwards she filled and sank. She had between thirty and forty men on board, most of whom were lost. Several, however, were seen to reach a furniture packing-boat, on which had been washed from the deck as the vessel sank, and floated away upon it. What their fate has been has yet to be ascertained.

The fog again became thick, and those in charge of the boats feared to do more than drift, with their eyes strained, for fear they might get on to the treacherous rocks or come into collision with the floating wreckage. But all worked hard and cheerfully. The smallest of the boats, the dinghy, could scarcely keep afloat, but when the men in it saw a boat filled with ladies and apparently in difficulties, they promptly took it in tow.

ADRIET THROUGH THE NIGHT.

All the long night through the boats drifted, on every occasion moving, and passengers were comforted by the damp and cold and the unaccustomed labour. Only the certainty of rescue when day broke kept them in good heart. "Our vigil," said a man who was in the dinghy, "lasted fifteen hours. Some of us often had lumps in our throats, but we would not give in. Each man took his turn in rowing, and nearly every one of us when his spell was done dropped asleep quite knocked up. About six o'clock in the morning a man suddenly shrieked out, 'There's a sailing boat coming towards us!' and sure enough there was a fishing-boat hoveing along apparently to our rescue. We could scarcely contain ourselves, and some of us felt inclined to cry. Before the sailing boat could get near us we saw the light. We signalled as well as we could, and were instantly observed."

THE WORK OF RESCUE.

The steamer, which proved to be the Great Western Company's Channel Service steamer *Lyra*, saved thirty-eight souls and took them to Guernsey. The South-Western Company's Channel Service steamer *Tera*, making her daily trip to the islands, came across two other boats, in which were fifty-seven men and women, all of whom were safely got on board and landed at Jersey.

A telegram from Cherbourg states that the tug *Marston* has arrived there with eight survivors of the *Stella*, who were rescued by sea from an open boat. They are all more or less injured. According to the officials at Waterloo their names are as follows: Leonard Reuss, of Deton; Charles Lang Phillips, of Brighton; Roland Ellis de Vesian, of Edgar Anderson; Arnold Bening, of Bremen; Buckley and Lawrence, and Steward Vick.

NOTANDA.

CALENDAR.

May. Meteorological means based on ten years' observations to 1893.
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 0.15

TO-DAY.

WEATHER REPORT. On date at 10 a.m. On date at 4 p.m.
Thermometer 29.98 29.92
Barometer 81 81
Humidity 37 44
Rainfall

TO-DAY.

Tuesday, 2nd May, 1899.
Chinese—2nd of 3rd moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 35min. Sets 6hr. 35min.
High water—Morning 4hr. 25min. Afternoon 10hr. 25min.

Low water—Morning 4hr. 35min. Afternoon 10hr. 35min.

ANNIVERSARIES.

1487—Simmel executed at Dublin.
1863—Battle of Chancellorsville and death of "Stonewall" Jackson.
1888—Treaty between Portugal and China ratified at Tientsin.
1896—Armed attack on a shop at Wanchai; a waiter murdered and a *lukung* wounded.

TO-MORROW.

Wednesday, 3rd May, 1899.
Chinese—2nd of 3rd moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 35min. Sets 6hr. 35min.
High water—Morning 4hr. 25min. Afternoon 10hr. 25min.
Low water—Morning 4hr. 35min. Afternoon 10hr. 35min.

ANNIVERSARIES.

1859—France and Sardinia declared war against Austria.
1864—Battle of the Wilderness.
1880—H.R.H. Prince Heinrich entertained at the German Club.
1883—Sir Harry Parkes appointed Minister to China.
1884—Suspension of the Oriental Bank.
1886—Opening of the Colonial and Indian Exhibition.
1890—Several shocks of earthquake at Hoihow.
1897—The Greek Government decided to continue the war.

SHIPPING AND MAIL NEWS.

MALES DUE.

American (*Doric*) to-morrow.
French (*Laos*) 8th inst.
Canadian (*Empress of Japan*) 8th inst.
American (*Aspen-Bluff*) 10th inst.
American (*City of Rio de Janeiro*) 18th inst.
American (*Capitol*) 25th inst.

WE are informed that the Austrian Lloyd's S. N. Co.'s steamer *Alpynus* has been left Moji for this port to-day, the 2nd inst.

THE P. M. S. S. Co.'s chartered steamer *Alpynus*, with mails, etc., left Kobe for this port at 4 p.m. yesterday, the 1st inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver, arrived at Yokohama at 7.30 a.m. yesterday, the 1st inst., and left at 3 p.m. for Kobe, where she is due to arrive at 2 p.m. to-day, the 2nd May.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba to Kowloon Dock.
Isle de Luzon " "
Henry Pitting " "
Hatting " "
Hongkong Maru " "
U.S.S. Charleston " "
Solent " "
D. Juan d'Austria to Cosmopolitan.
Wingkee

PASSED THE CANAL.

Outward—28th March: *Heldberg*, 3th April: *Reinholders*, *Undabona*, *Kinsang*, *Shera*, *Plona*, 7th April: *Broadwater*, *Goodwin*, 14th April: *Indrapura*, *Kinloch*, *Loos*, *Banberg*, *Idemans*, *Palatina*, 18th April: *Glenloch*, *Ushibiki*, *Kemore*, 21st April: *Japan*, *Reynold*, *Tonkin*.
Homeward—21st April: *Bayern*, *Caldenien*, *Trieste*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus*, and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following: "I have tried 'Scott's Emulsion' in case of wasting in young children and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil." L. MARSHALL, M.B., &c., 113, Grange Road, Bournemouth. S.E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China: Watkins & Co., Hongkong.—*Advt.*

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO., to which address all communications should be addressed.)
Ethel F. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMAN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DANIEL'S PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c., &c., &c.
P. & G. SPECIAL LIQUOR SCOTCH WHISKY, &c., &c., &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1899.

CARBOLINEUM AVENARIUS

USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTHERS, EINSTAMM & Co. Hongkong, 11th September, 1896.

To be Met.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, lately the 1st FLOOR, BANK OF CHINA.
Apply to—Comptroller Office, E. C. HOCHAPPEL, Hongkong, 2nd March, 1899.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUZAH, STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Madras, or S.S. *Lalpara*. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 2nd May, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th April, 1899. [1-w 5]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	(SEATTLE, WASH., U.S.A., VIA) THURSDAY, 4th May, at 4 P.M.	
TAMBA MARU	(MARSEILLES, LONDON, and) THURSDAY, 4th May, at 4 P.M.	
J. W. Wale	(ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.)	
SAGAMI MARU	(VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, CHITTOO, CHIL, and) THURSDAY, 11th May, at 4 P.M.	
MIKE MARU	(Kobe and YOKOHAMA) SATURDAY, 13th May, at 4 P.M.	
YAMAGUCHI MARU	(BOMBAY, via SINGAPORE, and) TUESDAY, 16th May, at Noon.	

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Dr. KNORR'S ANTIPYRINE

In Powder and in Capsules, also in Drops of a genuine easily soluble in Water. Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS. NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.



LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADATOR CO. Ltd., DUNLOP TRENDS BICYCLES. Price, £400. A special reliable Watch made for this Climate. Quality, £10. Quantity, £5.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Shipping. STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "UNDAUNTED" will be despatched for the above port, on or about the 10th May. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st April, 1899. [547a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "ORESTES" Captain Palford, will be despatched as above on SATURDAY, the 13th May. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1899. [562a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "GLAUCUS" Captain Barwise, will be despatched as above on TUESDAY, the 23rd May. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899. [561a]

FOR NEW YORK VIA SUEZ CANAL.

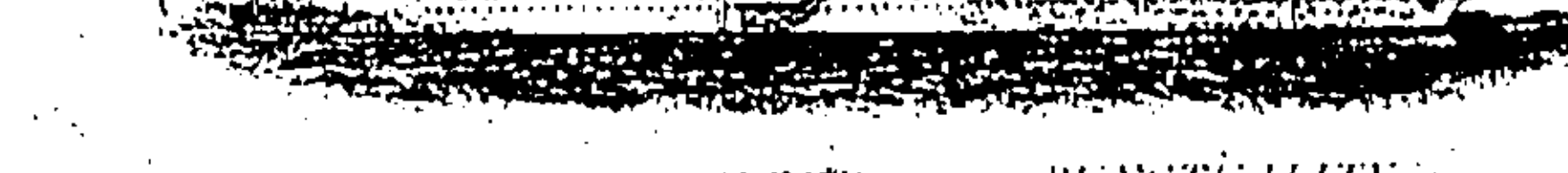
THE Steamship "VORTIGERN" Captain Fairweather, will be despatched for the above port, on or about the 27th May. For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th April, 1899. [546a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA, Comdr. O.P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES. First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street, 13.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 20th May, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 13th June, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States, or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates, first class only, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899. [1370]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, HOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—Milki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanaguchi Cotton Spinning Mill, Japan, The Mike Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "KWEIYANG" Captain Outerbridge, will be despatched for the above port, on or about the 27th May. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899. [558a]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 25th May. Freight and Passage.
*SCHIDER	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 30th May. Freight and Passage.
*STUBIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th June. Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 30th June. Freight and Passage.
*CHRISTENSEN	NEW YORK via SUEZ CANAL.	About 15th June. Freight.
*DEIKE		
*RICKMERS		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

881] CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the United States, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra ... 3,466 about May 20

Belgian King ... 3,379 about June 20

Campanthenshire ... 2,929 about July 20

Carlisle City ... 3,002 about Aug. 20

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, and May, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 27th May, at Noon.

City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Thursday, 22nd June, at Noon.

China, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 18th July, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899. [12]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, 11th May, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, 6th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, 1st July, at Noon.

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 11th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899. [12]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Prussen ... Wednesday 12th May.

Sachsen ... Wednesday 21st June.

Bayern ... Wednesday 19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than £5.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 26th April, 1899. [574a]

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